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A. S. WATSON & CO.,
LIMITED.

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The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4th May, 1901

According to recent telegrams, the Hague Court of Arbitration has been constituted, though China, Turkey, Mexico and Luxembourg have not yet joined. It would be perhaps hazardous to say that even those Powers that professed themselves most interested in the establishment were at all anxious to see the Court in working order; or that there has been any advance towards a general wish to avail themselves of this new method of settling differences. History goes back for a few thousand years, and within that period there is scarcely an instance of a state being guided in its relations with its neighbours by principles of abstract justice; nor has the period since the Congress at the Hague has been held shown that any higher appreciation of the moral rights of nations exists than formerly amongst the Powers. As a fact, conceal it as we may, interest instead of sentiment has been at the bottom of all our recent troubles, and interest rather than a desire for justice, we may be sure, will continue to be the guiding spirit in international disputes to the end of time. There are of course instances where, owing to the apparent absence of any personal bias on the part of the arbitrators, it has been found possible to agree in a reference, but even in such a case it is seldom that decisions have been free from outside influence. The most recent instance is a case in point. It was left to the Swiss Republic to decide in the case of the Delago Bay Railway and the King of Portugal. The case was one of a nature such as comes before courts of justice almost daily; it was a simple trade contract involving no international problems, and might have been closed in a month at the outside. It was left undetermined for nine years, and after-

wards decided contrary to the evidence and the law. The Arbitration Court has, however, we are informed, been constituted, and at the moment a very pretty little question, or rather two or three, are on the tapis. China has committed what all allow is a crime against international law; palpably the case ought to be tried before the International Board of Arbitrators, and counsel on each side heard; and after a fair trial the verdict be returned of guilty or not guilty. If guilty, it would of course be the proper thing to decide in the first place the penalty; and this fixed, it would follow as a matter of common justice that the penalty should be carried out by the Powers named without favour, and exactly as directed. Such a course would leave no room for private vengeance, nor for any one country attempting to gain an advantage over its neighbour. Germany lost a Minister and a few missionaries; to what relief is she entitled? America lost a good many missionaries, murdered in cold blood; what is to be the portion of the punishment to be performed by her? Russia did not lose a Minister, nor even a missionary; what should be her remedy? It is evident that if the Court is to be more than a farce it should have the power to settle these things; and not only to decide, but to have the authority and power to enforce its decisions. Then Russia could put in her claim to be compensated for the inconveniences to which she has been put, by a slice of Manchuria; and it would be the privilege of the Court to decide exactly how much, and where. So Italy could put forward a like request to be compensated by what in legal phraseology is called "mental anxiety," and so on with the others. It is very evident that it would not be for want of matter that the Court would sit idle. Russia was, it is well to remember, the first to propose the constitution of the Court. It would be a fitting time that she should be the first also to request its jurisdiction. If something of the kind do not happen, or if it should be the case that Russia has been privately trying to influence the individual members of the Court, then of course the natural conclusion is that Russia really intended the whole thing as a "fake." She has her chance: will she take it?

The British transport *Uta* arrived yesterday from Taku.

The P. & O. steamer *Japan* arrived yesterday forenoon with about 500 tons of explosives. She dropped anchor in the man-of-war anchorage.

During the 24 hours ending at noon yesterday there were reported 17 fresh cases of plague, with 24 deaths (all Chinese). There were no additions to the small-pox figures. The returns for this year to date are: Plague, 278 cases, 260 deaths; small-pox, 80 cases, 51 deaths.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

J. D. Hutchison & Co. ... 350
Chai On Marine Insurance Co., Ltd. ... 20
Teau Se Nai ... 10
W. J. Urchett ... 5

Mr. Charles Bertram "the Great" who has now returned to Hongkong, though during his visit to Japan he was unable to appear before H.M. the Emperor, gave a most successful exhibition of his wonderful feats before the Crown Prince of Japan and Prince Ariyagawa. The Crown Prince took a great interest in the clever performances of this popular entertainer.

The Band of the Madras Light Infantry will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m. Programme:—
Song "Ave Maria" Lix
Selection "The Geisha" Jones
Serenade "Quand tu chantes" Gonod
Waltz "Annie" Estella
Cornet Solo "A Night in Switzerland" Hume
Selection "Don Pasquale" Donizetti
"God save the King."

A letter is published in the *Straits Times* from a Chinaman resident in Singapore, explaining that the reason why the Chinese did not hold their procession in honour of the Royal visitors on a grander scale than had been arranged is because they felt very much annoyed to see the ricksha-pullers of H.R.H.'s suite, having buttons of different grades on their heads. This, says the correspondent, they took as an insult.

The Punjom Mining Co., Ltd., has received the following report from its Manager at the Mines:—"I have to inform you that tin has been discovered in the southern portion of our concession, within the area prospected by McKay last year. It is most conveniently situated, about one and a half to two miles to the north of our present southern boundary line, and is accessible from the Government Trunk Road at a point where the river Lipis runs parallel with the Trunk Road, which is most advantageous. One of our miners who has had considerable experience of tin-working in the colonies speaks very favourably of the find, both in respect of the general appearance of the land, and the richness of the tin washed. Mr. Lester and I have been to see the place, separately, during the week, accompanied by the minor referred to, and witnessed several washings from different parts, which in every instance yielded well, and we have now a fair sample of some pounds of the tin, ready for assay and to be reported upon by experts."

Mr. A. R. Colquhoun joined the United States Civil Commission in the Philippines at Iloilo, and has been spending some time with them in the south.

The 41st and 42nd Volunteer regiments are expected to leave Manila for the States on the 10th inst.

Three important captures of insurgents are reported from Manila, Torres and Morales having surrendered in Luzon, and Toribio in Mindanao.

The colliers in Bangkok who were raided recently by the police were using type, both Siamese and English, to manufacture their bullet-shaped tiles. Most of it was Siamese type, and some of it new.

Yesterday's lawn tennis result was:—A. class Handicap—P. A. Cox, over 1/8, beat Rev. F. Johnson, 15 (7-5, 7-5). To-day's fixtures, at 3.30 p.m., are:—Championship Final—Finckney v. Cox; and Double Handicap Final—Yeals and Barrett v. Grist and Smith.

The final tie for the Challenge Cup (Handicap) presented to the Hongkong Chess Club by Mr. H. E. Pollock, K.C., has been settled in favour of Mr. P. W. Sergeant, who defeated Colonel The O'Gorman by three games to one, with one draw. Mr. Sergeant, having won the Cup twice in succession, it becomes now his property according to the conditions under which Mr. Pollock presented it.

Cambodia has an area of about 120,000 square kilometres, almost double that of Ceylon. China, says *L'Asie du Tonkin*, but the population only amounts to 2,500,000. Four-fifths of the people live along the banks of the Mekong; they are poor, and there is little trade. But the country itself contains great natural wealth. In the whole of this protected kingdom there are about 500 Europeans, of whom 53 are colonists, and 254 officials. There are 117,755 Chinese. The French branch of the Banque de l'Indo-Chine had a turn-over of 4,750,000 francs in 1895, of 7,298,451 francs in 1896, and 8,411,424 francs in 1897.

A small zoological expedition is starting from England for the Malay Peninsula. They intend to settle for a year in the active State of Jalor, and to explore the neighbourhood of Patani and Biserot. Lectures will be made in all branches of natural history, while one of the special objects of the expedition is the study of the pre-Malay tribes of Negrito stock who inhabit the centre of the peninsula. A thorough investigation will also be made of the fauna—both living and extinct—of certain very large limestone caves which are found in the district, and are said to extend for great distances underground. The birds of the district will also be studied, and observations made on mimicry and allied phenomena. The ethnographical work ought to be interesting, since Jalor is on the borderland in which the Siamese and Malay races meet.

Blank consternation, say the *Peking Gazette*, was very plainly visible on the faces of the passengers of the P. & O. s.s. *Balaarat* when they viewed boat-load after boat-load of Peking people coming aboard for the voyage to Singapore (on the occasion of the Royal visit). After three or four weeks aboard ship passengers always consider they have certain prescribed and incommensurable rights, and look down with considerable distance upon any who may come in for the flag and of a journey. The impression is similar to what we feel in a full railway carriage when at the last moment another individual is thrust in to crowd it still more, and who, if looks could kill, would die a speedy death. But the unusual medley of races which boarded the *Balaarat* as passengers seemed to be a distinct grievance to the others. There were Chetties (in costume), Chinese ladies and gentlemen, the former attired in all the gay colours which distinguish them on special occasions; there were Siamese and Klings; and the impression must have been very clear that this little corner of the King's dominions contained a variety of subjects who were not going to let a Royal visit to the Colony pass without having some share in the rejoicings, even though their presence on the mail incommenced a number of other equally good citizens.

SUPREME COURT.

Friday, 3rd May.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

ANGLO-SWISS CONDENSED MILK CO. V. E. RIGOLD AND CO. AND MELCHERS AND CO.
This was a case in which the Anglo-Swiss Condensed Milk Company (plaintiffs) sought to restrain E. Rigold and Company and Melchers and Company (defendants) from selling and importing milk.

Mr. Francis, K.C. (instructed by Mr. Geddes) appeared for the plaintiffs, and Mr. Sharp (instructed by Mr. Hastings) for the defendants.
The case opened on Thursday, when Mr. Francis asked for a declaration of the Court that the defendants' trade mark is an infringement on plaintiffs' trade mark, and petitioned for an injunction.

Witnesses were called and the plaintiffs' case closed.
For the defence, Mr. Sharp called Albrecht Wilhelm Sokelias, assistant in the firm of Melchers and Company. Witness said his firm were agents for Rigold and Bergmann, and had been from 1885. Since then the business in fact had not been very considerable.
The case was left proceeding.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 2nd May.

REPORTED PREPOSTEROUS
DEMANDS OF RUSSIA.

It is reported that Russia demands from China, in order to compensate her for the non-signature of the Manchurian Convention: (1) a rectification of the Kuldja frontier; (2) a stip of Western Tibet; (3) a concession of the Amur gold-mines.

THE HEIR APPARENT IN
TROUBLE.

Hsianfu despatches report that the Empress Dowager was determined to degrade the Heir Apparent for improper conduct, but that Lu Chuan-lin having pleaded for mercy his petition was granted.

Delayed in transmission.

LONDON, 2nd May, 7.30 p.m.

ALLIED PROPOSALS—FURTHER
PRECAUTIONS.

It is reported that Count von Walderssee's proposals include the retention of an international garrison of 6,000 men at Tientsin until the Chinese forts have been razed to the ground. Britain, France, Russia, and Germany will hold Shanhaikwan with 300 men each, and warships will remain on the Peiho to maintain communications.

GENERAL NEWS.

LONDON, 2nd May, 7.30 p.m.

GLASGOW EXHIBITION OPENED.

The Duchess of Fife has opened the Glasgow Exhibition.

MINERS' PROTEST AGAINST
COAL-TAX.

The Miners' Federation recommends a stoppage of work in the mines as a protest against the Coal Tax.

ANOTHER BIG NEW YORK
COMBINATION.

It is announced that a New York ship-building combination has been formed with a capital of \$70,000,000. Messrs. Cramp stand out.

REUTER'S SERVICE.

LONDON, 1st May.

THREATENED STRIKE OF COAL
MINERS.

At a conference of the Miners' Federation, held in London, it was resolved to declare a general strike if the coal duty is approved by Parliament.

SOUTH AFRICA.

A report published in Bloemfontein shows that the mission of the Peace Envoys from the Cape Dutch has been a complete failure.

LONDON, 1st May.

THE TWO THOUSAND GUINEAS.

The following is the result of the race for the Two Thousand Guinea Stakes:—
Handicapper.
Dorchester.
Obispo.

SOUTH AFRICA.

General Grenfell attacked the Boers near Halverberg where the last "Long Tom" in position opened fire at a range of ten thousand yards. Kitchener's scouts advanced rapidly to three thousand yards, when the Boers blew up their gun and fled.

NEW TERRITORY CULTIVATION.

We are led to believe that an application will shortly be made to the local Government for a concession over certain portions of Lantau Island in the New Territory. It is well known that silver exists there, and before the British occupation the venture had taken root, but the general spoliage of the Chinese prevented anything like the development of a really practical undertaking. The idea is now to float a company to take over the principal districts where the mineral strata are said to be the richest, to work them as a speculation, founded upon previous reports of these having recently explored the country.
With respect of the development of the arable land at Tai-po, as mentioned in a previous issue, we are informed on the most reliable authority that the Shanghai syndicate is almost complete, and proposals will shortly be made to the local Government on the subject.

THE STRANDED "SOBRON."

DETAILS FROM THE "IRENE'S" OFFICERS.
The local agents of the P. & O. S. N. Company had no fresh information to report yesterday regarding the stranded liner *Sobron*. They were in receipt of a number of telegrams, but the news contained therein was merely a repetition and enlargement of what has already been published. The majority of the *Sobron's* passengers are coming on by the *Balaarat*.
The China Merchants' steamer *Irene*, having on board silk and treasure saved from the *Sobron*, arrived here on Thursday night from Tung Yung Island, and after anchoring overnight in Kowloon Bay, entered the harbour yesterday morning at daylight and proceeded to her anchorage.

With a view of gleanings all information possible regarding the *Sobron*, a representative of the *Daily Press* boarded the *Irene* in the early part of the forenoon, and found all hands busy unloading and taking in cargo. The captain and chief officer were ashore at the office of the agents, but the second officer was on board, and offered no objections to being interviewed. His narrative was as follows:—"It was on the 28th ult., at 4.10 in the morning, that we sighted Tung Yung Island. The morning was pretty dark, and we were proceeding somewhat slowly, when I noticed the glimmering of lights on the island. I was on deck at the time, as it was my watch; the captain was with me. We thought at first the lights were those on board fishing-junks, and did not pay very great heed to them. A couple of minutes past four o'clock some signal rockets went up from what we now know was the *Sobron*. We saw she was in a bad way, but the captain would not go right up, deeming it too risky; so we kept going round, waiting for daylight. There was a north-east swell at the time. At six o'clock, when the weather had cleared sufficiently, the chief officer went off in a boat, and boarded the *Sobron*, the captain of which asked the *Irene* to stand by. We stood by all day on the 29th, and saw the *Sobron's* passengers, who were camped on shore. On the 27th we took all their baggage on board the *Irene*, and still continued to lay to near the *Sobron*. The wind on that day was from the north-east, with a moderate north swell; foggy. On the 28th we determined to save all we possibly could from the *Sobron*, and so we took from her all the silver and silk she had on board and transferred it to the *Irene*. We took all the passengers on board too, and gave up our rooms to them—the captain, officers, and engineers."

"In what position was the *Sobron*?"—"She was lying over to the starboard side—pretty well over."

"As her position precarious?"—"Very precarious indeed, for had a north-east gale started to blow she would have broken up in three hours. I don't think she could be ashore in a worse place."

"Was the *Irene* the first steamer to sight the *Sobron*?"—"Yes, we were the first. There were many numbers of junks lying around; I believe I could have counted a hundred; they came on the 28th April. On the 29th the P. & O. steamer *Coromandel*, one Chinese steamer, and two men-of-war arrived at Tung Yung. We sent our third commander on board the *Coromandel* to act as translator. He was very useful, because he was the only one who could talk the particular Chinese dialect spoken there. On that day, too, all the passengers we had taken on board were transferred to the *Coromandel*. On the 30th April we saw we could do nothing more, and at 4.25 in the afternoon we hove up and proceeded for Hongkong. Before we left I might mention that the chief officer and the third commander of the *Irene* tried to get hold of a junk to take a portable engine from the *Coromandel* to the *Sobron*."

"Did they get the engine on board?"—"I can't say, because as soon as the chief officer came on board we made for Hongkong."

"What was the weather like then?"—"It was very foggy, but otherwise was good."

"Do you think the *Sobron* will be saved?"—"No, I do not. Her head is right in between two rocks and her stern jammed up against one of them. But for the fact that her stern is so jammed I believe she would have gone right over at once."

"Were you on board the *Sobron*?"—"No, but I saw it all from the hillside."

"What is the nature of the approaches to Tung Yung?"—"Well, outside the water is thirty fathoms deep, but where the *Sobron* is lying I don't think it can be more than twenty feet, or twenty-five at the outside."

"What have you on board that you took from the *Sobron*?"—"We have 820 packages of silk, each package worth about £120 and a lot of silver, besides passengers' luggage."

"It's a queer thing," concluded our informant as we rose to go, "the *Sobron* was just a year old the day before she struck."

The *Irene* was boarded again in the afternoon, when another of the officers was interviewed. His story was practically similar to that of the second officer, with a few fresh details added as to salvage, etc. He said:—"As soon as we saw the signals, which I at first had difficulty in making out, owing to fog, the captain lowered a boat from the *Irene* and sent the chief officer in charge to ascertain if any assistance was required. The *Irene* proceeded round to South Bay—by the way, the *Sobron* was ashore in West Bay—and lay at anchor to await the boat. At 8.20 a.m. the boat returned, having in tow one of the *Sobron's* boats, in which were a number of natives. The chief officer brought back word to the effect that the steamer was the *Sobron*, and that the captain wished the *Irene* to stand by to receive mails, passengers, and crew. We stood by, and took on the passengers and crew."

"How many passengers?"—"Forty-seven. The crew, I think, numbered 213."

"How long did you keep them?"—"The crew were on board the *Irene* for five days—all the time we stood by—and the passengers for three days. Captain Wilber, of the *Sobron*, slept in the cabin of the captain of the *Irene*."

"You wouldn't have much room left for yourselves?"—"No, we had to give up all our rooms and sleep on deck. The *Coromandel* arrived on 29th April, and we transferred the passengers and their baggage to her. On the 30th we transferred the crew to the *Coromandel* and the *Irene* left for Hongkong at 4.30 p.m. on the same day."

"Now, about the *Sobron*—is she in a bad plight?"—"I think she is. Her starboard propeller is gone, and there are two blades off the port propeller. There are rocks all round her, practically, and there is in particular one on the port side, with only four feet of water covering it. Leading right up to the place where she finally stranded are a number of reefs, and it is a marvel how she missed them, lying as they do on both sides of the course she steered. I think myself the *Sobron* will become a total wreck."

"What other vessels besides the *Coromandel* were there when you left Tung Yung?"—"The first to come up was the gunboat *Daphne*; then followed the *Humber*. They arrived on the 29th April, and anchored inside of the *Irene*. When we left we took four of the *Sobron's* passengers down to Hongkong."

"What do you think is the value of the cargo saved by the *Irene*?"—"About £115,000."

"What does it consist of?"—"Well, 517 bales of silk, which I value at £120 per bale; twelve bags of silver belonging to the *Sobron*; twelve bags of parcel post; and a great amount of baggage belonging to the passengers."

This concluded the interview.

THE BROUGH COMEDY
COMPANY.

"THE IDEAL HUSBAND."
The scheme of Mr. Oscar Wilde's comedy *The Ideal Husband*, which Mr. Brough will revive to-night, is based upon the weakness of a man and the fidelity of a woman. While Private Secretary to a Cabinet Minister Sir Robert Chiltern has been able to give a valuable hint of a certain coming transaction on the part of the Government to a big financier enabling him to make a haul of a quarter of a million sterling in which Sir Robert had amply shared. The letter in which he conveyed this information falls into the hands of Mrs. Cheveley and it is her trump card and Mr. Wilde's. Threatening Sir Robert, who by this time has become Under Secretary for Foreign Affairs with a prospect of entering the Cabinet, she demands that he shall give his support in the House to a certain Argentine Canal scheme or that he shall allow exposure for his youthful indiscretion. She refuses all offers of money for the letter and will be content with nothing; but his support as the payment. Luckily for him his friend Lord Goring comes to the rescue and fights the adventure with her own weapons. He has traced to her possession a stolen bracelet and a threat of police prosecution brings her to her knees, enabling him to ransom his friend's character without more ado.

Of the acting of the principal characters a contemporary wrote as follows:—"Mrs. Brough as Mrs. Cheveley, whom Lord Goring described as 'a genius at daylight and a beauty at night,' gave us a very finished and artistic portrayal of an exceedingly difficult part. Statuesque in appearance, cool and designing in mood, the wiles of the adventures, lost nothing of their viperine nature in her capable hands. Her exit at the end of the second act after she has betrayed Sir Robert's part to his wife and has given them both a short time to think over their line of action, was beautifully done. Mrs. Brough literally swept out of the room like a queen leaving behind the impression that she was mistress of the situation. As Lady Chiltern, Miss Temple was exceedingly graceful and refined. She gave a most excellent representation of a charming woman, who, strict and upright almost to a fault and with an unbending pride in her husband's rectitude, found in the end that it was better to be lenient and treat him more as a man and less as a god. Mr. Brough as Lord Goring, a man to whom seriousness was an impossibility, infused a great deal of life into the place with his light and airy manner. It was a masterly conception and he was afforded great opportunity in the display of contrast in his quiet low-making to Mabel Chiltern in the final act and his defeat of Mrs. Cheveley with her own weapons in the third. Mr. Brough is always good, it is impossible to say more."

On Monday, *Sowing the Wind* is announced. A *Village Priest* on Tuesday, and the season terminates on Wednesday with *Note*. The company sails for Australia on Thursday.

SWATOW.

[FROM OUR CORRESPONDENT.]

SWATOW, 1st May.

STEAM-LAUNCH INCIDENT NOT SETTLED.
It is but a few days ago that the launch *Hong An* was set free and restored to its owners. The Chinese representatives of the launch have put in a claim for £150, but as usual in such cases, quite a long time will elapse before payment is made. I doubt as a matter of fact if this claim will ever be satisfied.

TAIPEI PEOPLE INTEND A BOYCOTT.
On the 3rd instant is a Chinese religious festival, and on this occasion imposing processions are held at Taipei. Large crowds proceed to the place to view the processions, and with a view of opposing the *Hong An*, the Taipei inhabitants have chartered a launch from the Pao Fu Co. to convey intending visitors at reduced rates to the scene of the procession.

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents.

THE CARRIAGE OF PLAGUE-BASKETS OVER THE FERRY.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 3rd May.

Sir,—With reference to your paragraph of 2nd instant regarding the clothes of plague-infected people being carried by the "Star" ferry launches, will you please allow me a small space in your valuable paper to confirm the statement of your correspondent? The clothes which your correspondent saw going over to Kowloon might already have been disinfected, but what I saw was clothes coming from Kowloon. These surely could hardly have been disinfected. With plague cases increasing day by day in our midst this is certainly, as your correspondent said, an excellent means of spreading the disease. The Sanitary Board are working hard to prevent an epidemic, as witnessed by the fact that Sanitary Inspector Mills on hearing of a case of overcrowding in one of the coolie-houses made a raid on the house and chased the alarmed occupants to the roof of the house with the result that one of the coolies fell from the roof and was killed. While these *pongane* are carrying on things to such an extent to prevent the plague from spreading, the Sanitary authorities are allowing plague-infected clothes, &c., to be carried not only in crowded ferry-launches but through crowded streets during the day time. I am surprised that the "Star" Ferry Company, the secretary of which is also a member of the present decrepit Sanitary Board, are tolerating this nuisance.

I trust that something will be done, and at once too, to stop this nuisance; the Sanitary authorities will certainly do it, if they really have the interest of the community at heart.—Yours &c.

SANITAS.

POLICE COURT.

Friday, 3rd May.

BEFORE MR. HAZELAND.

OVERCROWDING.

Thomas Meade, master of the steamer *Le Rhone*, was brought up for having, on the 23rd ult., 69 persons above his registered number in the waters of Hongkong.

The evidence of Inspector Kemp, who had charge of the case, said the steamer was on a voyage from Canton to Hongkong, and when she arrived here he went on board and counted the passengers. Quite recently the Captain was fined \$175 for the same offence, his excuses then being that the passengers rushed on to the boat and it was impossible for him to get rid of them.

The defendant stated that he used to have a licence for 400 passengers, but for some reason or other this number had been decreased.

His Worship considered the case proved, and defendant was fined \$200, with \$1 for every passenger in excess. Fined.

CRUELTY.

The occupier of Poultry Stall No. 53 was charged by Inspector J. T. Cotton, Inspector of Markets, for causing needless pain and suffering to two ducks pigeons at the Central Market on the 2nd inst. The Inspector said he visited the defendant's stall at 8 a.m. on the 2nd inst., and found the defendant jamming paddy down the bird's throat with the object of increasing their weight. Defendant said the birds were too young to pick themselves, but His Worship said otherwise, and indicted a fine of \$10 or 14 days.

SUNGLASS ORNITH.

Chan To, Li Ngan and Woo Tap, of Chin Chan, were charged with having in their possession 114 pairs of prepared quail at Victoria on the 2nd inst., without valid certificates. The defendants were passengers by the *Hongbo*, which arrived yesterday, and they were each fined \$10, or one month's imprisonment.

ANOTHER CASE.

Chan In, of Victoria, was charged with having two pairs of prepared quail in his possession, at Victoria on the 2nd inst. James McBiggion proved the case, and the defendant was fined \$40 or six weeks.

THEFT FROM THE DOCK CO.

Chan Tsung, a coolie of no fixed abode, was brought up charged with stealing two lbs. of copper nails from the Hongkong and Whampoa Dock Co., Ltd., valued at \$1.50, on the 2nd inst. The Company's head watchman testified His Worship that the defendant stole the nails, and the coolie disappeared for 14 days.

DANGEROUS GOODS UNCOVERED.

Sai Tai, master of a cargo-boat at Hongkong, was charged with neglecting to cover dangerous goods with a tarpaulin on the 2nd inst., to wit, six casks of kerosene oil. P.C. Last got the defendant, who had nothing whatever to say, fined \$25, or one month.

STEALING A LAMP.

Fred Hoggarth, a brackman, was charged with stealing a lamp, value \$5, from a room in C. & E. blocks, Queen's Road Central. The evidence was not being sufficient to convict, defendant was discharged.

ASSAULT.

Kiam Khan, an Indian constable, was charged by Tseung Sam, a lodging-house keeper, with assault, and disorderly conduct. The case being proved, the defendant was fined \$35 or six weeks' hard labour.

A BLUE-JACKET IN TROUBLE.

A British blue-jacket was charged by a Chinese clerk with assault, the complainant's tale being that he was coming out of the Hongkong Hotel at 1 a.m. this morning when he met the sailor, who wanted to buy some samshu. The Chinese man objected, and got a rap on the nose.

The sailor denied striking the man, but said he asked the man where he could get a bed. The Chinese man referred him to the Star Coffee House, and afterwards had him arrested.

Mr. Hazeland said the complainant had no business to be with blue-jackets at that time, and dismissed the case.

REMANDED.

John Mills, sanitary inspector, 90, Hollywood Road, was charged with feloniously killing one Wong Kam Lee at 2, George Lane, on the 30th ult.

Defendant pleaded not guilty.

The hearing was adjourned till next Wednesday at 2.15 p.m.

MANILA.

[FROM OUR CORRESPONDENT.]

Manila, 26th April, 1901.

PUBLIC DISAPPROVES POLICE PRACTICES.

During the last two or three months Manila has witnessed a series of hasty and even violent arrests under the orders of the military, which have done much to hurt not only the authorities but also Americans in general, in the eyes of the public and especially in the opinion of foreigners and natives. One of the worst features of the cases is that, while at first a deep mystery has been made by the police officers, accompanied by a great fuss and sensation and praise of the alert officers on the part of the papers, as time wears on the whole thing is generally forgotten; the "horrible criminals" and "cowardly traitors" and "systematic swindlers" are apparently forgiven or released on bond or allowed their liberty, and that is the end of it, so far as the public is concerned. This policy does not result beneficially for the military government; on the contrary it works much harm, as it weakens the faith of the public and opens the way for numerous false impressions to come from the fertile brains of the hundreds of past masters of intrigue and sensation, who thrive in the heterogeneous population of Manila. It is common talk that the authorities are afraid to prosecute those persons arrested because a thorough trial would bring out the rottenness and corruption of the present administration. People say that the conviction of some of the persons who have been arrested and later released would involve many high officials. I doubt if any sane-minded, responsible person believes these things, but nevertheless there are many who accept them greedily and derive much comfort in them, and at the same time they furnish the sensation-seekers with excellent material.

The police officers who have carried on this policy have been too hasty or over-zealous and no doubt inexperienced. A good many changes have been made in the police department, perhaps because the positions were filled by Volunteer officers whose regiments were returning to the United States, and perhaps also because they went ahead too fast without sufficient grounds, or, in other words they "bit off more than they could chew" or conveniently handle. At any rate they no longer occupy desks in the police office. Captain Gains, who came into prominence over Mr. Carman's arrest, and Lieutenant Gillespie have been relieved, and the present Chief of Police is expected to vacate his office in the near future probably to accommodate his civilian successor under the Civil Government. By the way Mr. Carman, whose case was so widely discussed and whose case was so widely condemned for a time, is still at liberty on bond, and it is generally believed that the matter, which was hailed as a *howling* sensation, will be quietly forgotten.

THE PROGRESS OF THE COMMERCIAL SCANDAL.

The Commercial trials are proceeding slowly, as the cases have been stubbornly fought by the accused men and numerous witnesses have been examined. As I mentioned in my last letter, the common reports of the actual sum of money involved are very much exaggerated. The Commercial Department does a business of \$800,000 per month and the usual stock on hand is valued at \$2,000,000. Owing to the tremendous activity of the troops in widely scattered portions of the islands, the vast transportation department and the pilfering nature of the native labourers there are splendid opportunities for leakage, and the Commercial officials have known for a long time that a big leakage was going on, but they could not catch the criminals. The case of the first non-commissioned officers, Commissary Sergeant Weston, has been concluded. The court found him guilty and sentenced him to dishonourable discharge, the forfeiture of his papers and two years' imprisonment. The trial of Lieutenant Boyer begins this morning and that of Captain Read on Monday.

WITNESSES FLEE FROM MANILA.

Some of the principal witnesses have disappeared from Manila. One has made his escape to Australia and another one is heading for Japan. A good many arrests have been made in connection with these cases and some of them have been unnecessarily hasty, even approaching violence. One gentleman, who is, I believe, desired only as a witness, was taken away from his home in the evening by a soldier who ordered him to report immediately to the police headquarters, where he was released under 2,500 bonds; another was taken out of his office and marched off like an ordinary thug. Another man was arrested at a place of public amusement and very foolishly kicked up a row and resisted arrest, but he was landed in goal and very promptly taught to respect the officers of the law. This last was Mr. Macdonald, and after a trial by the Inferior Court he has been sentenced to thirty days in Bilibid Prison for resisting arrest and using violent language. Mr. Macdonald has been in business in Manila for about two years and he is not ignorant of military law. His case should serve as a good lesson. The natives will soon begin to think that the American population is made up of a lot of scoundrels and common criminals. An occasional prompt investigation and punishment does more good as an object lesson to a turbulent public than a score of arrests.

AGUINALDO REMAINS IN OBSCURITY.

The ex-president of the Republica Filipinas is living quietly in an assigned residence near the Malacanang Palace, overlooking the Pasig River. His wife and children are with him, and he spends much time in reading the local newspapers and studying English. He is fond of the American illustrated magazines and papers. There is a guard over the gate and two or three officers live in the house with him, but there are there more to prevent Don Emilio from disturbance than to limit his action. He is quite at liberty, with but a few restrictions.

The friends of General Luna, who was killed by Aguinaldo's order, are still loyal, and it is whispered about that when an opportunity offers they will work out their vengeance. On this subject as on many others, Aguinaldo declines to speak. He declares that he is wholly at the disposition of the authorities and that he has as yet formed no plans for the future. He knows little of current politics but he indorses the policy of the Federal Party and approves of the Philippine Commission. Colonel Mallory, who was recently in Hongkong, is the senior officer in the Aguinaldo residence.

Attorney Gibbs, who is acting for the defence in the case of six Filipinos of the town of Taytay who are accused of murder, has called on the court to admit the testimony of Aguinaldo which he hopes will throw light on the customs and laws of warfare under the insurgent government. His application to be permitted to have Aguinaldo on the witness stand has been forwarded to General McArthur. Mr. Gibbs also asks that General Pio del Pilar be brought back from Guam to aid his testimony, as the alleged murders were committed in a district under his command and organisation.

JOINT STOCK SHARES.

Messrs. Vernon and Smyth say in their weekly share report, dated 3rd May, Hongkong.—During the past week a good general demand for most of the principal stocks has been met with, and business has been brisk at advancing rates.

BANKS.—Hongkong and Shanghai have been sold at rates rising to 390 per cent. premium, and it is probable that more shares could be placed at that figure. The London rate has advanced to 462. 15s. 0d. Nationals are unchanged.

MARINE INSURANCES.—Unions have advanced to \$317, at which there are buyers. China Traders have been placed at \$57 to \$58. Cantons have been sold at \$170 and have further buyers at the rate.

First Insurance Co.—Hongkong Fire has continued in demand, but not until \$360 was reached could shares be obtained. The market closes firm at this figure. China Fire has been placed at \$364 and \$374 and the demand continues at the latter figure.

SHIPPING.—Hongkong, Canton and Mesos have been sold in moderate quantities at \$344 and \$35 and more shares are to be had at the latter rate. Indo-China has improved their position, and after sales at \$129 and \$130 are in further demand at \$131.

REFINERIES.—China Sugars are quiet at \$135. Luzons are weak with sellers at \$38. MINING.—Panjans, ordinary, are wanted at \$6. Preferences are in the market at \$1.20. Carbonages have declined to \$20, at which there are sellers. Jelebas are wanted at \$5.20. Rauba have come into the market from Singapore, and have been sold at \$39, \$38, \$37 and \$36. More shares are to be had at the last named rate. Olivers are quiet at quotations.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been the medium of an extensive business at rates rising to \$171 for cash, and up to \$335 for August delivery. At the close a few shares may perhaps be had at \$315 cash. Hongkong and Kowloon Wharves have been done at \$102, but have since weakened to \$101, at which a few shares are on offer. Whampoa are at \$224.

LANDS, HOUSES AND BUILDINGS.—Hongkong Lands have been sold at \$189 cash, and the market closes with sellers at \$200. West Points are in demand at \$53. Hongkong Hotels have been placed at rapidly rising rates to \$128, and the demand continues. Humphreys Estates have been sold at \$13, \$13, and \$13, and more shares are wanted.

COTTON MILLS.—The only change of note is a fall in Yalhoons to 25. 25s. Hongkong Cottons are to be had at \$73.

MISCELLANEOUS.—Green Island Cement continued in request at \$13. The rate was raised a few sales at that figure, the rate was raised to \$19, at which a good business has been done, and more shares could probably be placed. China Boreas are to be had at \$38. A. S. Watson & Co.'s are wanted at \$17. Hongkong Electric have been sold at \$124 for the old shares. The new shares are quiet at \$6.99. Hongkong Ice has still further improved, and are wanted at \$172.

COGAR SHARES ARE IN DEMAND AT QUOTATIONS.

THE "AJAX" AFFAIR AT YOKOHAMA.

The *J. pan Mail* has the following comments on the case (which we have already mentioned) of Mr. Gilmour, third officer of the steamer *Ajax*, who was charged by a Yokohama tribunal sentenced to 15 days' imprisonment for pounding the face of a coolie so that, according to medical testimony, the man was incapacitated for duty during a period of 20 days.

The sentence is undoubtedly severe, but we are inclined to ask when this brutal system of resorting to personal violence is to terminate. One of our local contemporaries writes in very strong terms about the incident. It has no hesitation in concluding that the coolie had been denied having used abusive language to the third officer, and it even goes so far as to suggest that the two doctors who gave medical testimony about the coolie's injuries were incompetent. Such things are possible, of course, but we cannot for one instant agree with our contemporary's dictum that "to address men of the coolie class, to which Tanaka belongs, in dulcet tones would be more likely to excite their derision than their obedience." That, we believe, is precisely the decision that leads to scenes like that on the *Ajax*. The Japanese coolie, as a general rule, is much more amenable to gentle treatment than to the exercise of brute force or violence in any form whether of act or word. In 99 cases out of every hundred he will resent the latter vehemently, whereas in not more than one case out of every hundred will he fail to yield to the former. Like beasts like it. It is because officers of ships too often believe in physical force as the only effective weapon for securing obedience that incidents arise which lead them to disgrace themselves by committing assaults. After all said and done the fact cannot be gainsaid that the racial question enters largely into these matters. Would Mr. Gilmour have planted his fist in the eye of a British dock-hand under similar circumstances?

LATE TELEGRAMS.

NEWS VIA RANGOON.

THE WAR IN SOUTH AFRICA.

London, 17th April.

SIR A. MILNER'S LEAVE. The *Daily News* and *Chronicle* state that Sir Alfred Milner is coming to England for two months, leave owing to ill health.

London, 18th April.

PRESS COMMENTS ON THE DESPATCH. The papers recognise the seriousness of the situation in South Africa as depicted by Sir Alfred Milner, but say there is no reason to be discouraged, especially in view of the changes made since the despatch was written. They question the advisability of hardening Lord Kitchener's will. Sir Alfred Milner's duties and anticipate that some temporary appointment will be made.

RECENT CASUALTIES.

Simla, 15th April.

The recent casualties in South Africa are as follows:—

30th March: Severely wounded, Captain C. D. Bates, Yeomanry, and Lieut. Hamilton, 1st Worcesters; died of enteric, Lieut. D. Mariott, Yeomanry, and Lieut. Dorman, 3rd Yorkshires.

31st March: Killed, Lieutenant Berry, Prince of Wales's Light Infantry.

2nd April: Committed suicide, while temporarily insane, Major R. L. Macgregor, 1st Royal Scots.

4th April: Dangerously wounded, Lieut. R. C. Edwards, Middlesex Yeomanry.

5th April: Severely injured, fracture of the collar-bone, Lieut. Colonel Meyrick, Imperial Yeomanry.

6th April: Slightly wounded, Lieut. Anketell-Jones, 5th Lancashire, severely injured, Lieut. Ewart, 1st South Lancashire; died, Lieut. E. W. Gardner, Bulwer's Horse.

7th April: Slightly wounded, Lieutenant Wickham, 2nd Norfolk.

8th April: Killed, 2nd Lieut. Walter, Tasmanian Bushmen, and Lieutenant Sale, West Australian Bushmen.

10th April: Died of enteric, Lieutenant Threshor, 1st Durham Light Infantry.

Lieut. Morgan, Prince Alfred's Volunteer Guards, was slightly wounded, not dead as previously reported.

The following prisoners have been released:—

Major Paget, Yeomanry, Captain Milner and Lieutenant Dene, 1st Royal Irish, Captain Kirke, R.G.A., Lieut. Vander Nest, 19th Hussars, Lieut. Jones, 1st Liverpool, Lieut. Withington, 5th Liverpool, Lieut. Bladen, 4th Bedford, Lieut. Crawshaw, Reserve of Officers, and Lieutenant Heley, Sussex Volunteer Engineers.

GENERAL NEWS.

GUNS FOR INDIA.

Allahabad, 10th April. Among the new automatic and quick-firing guns being sent to India for trial are specimens of pom-poms, Hotchkiss and Colt guns. These will be subjected to experiments under field service conditions. When a full supply of Maxim has been obtained it is intended to give two of these guns to each Infantry unit in the Field Army and one gun to the other Infantry Battalions in India. European and Native alike.

LORD ROBERTS ON THE WAR OFFICE SYSTEM. London, 17th April.

Lord Roberts in his despatch appends a special report on Field Transport, and says the War Office Regimental System is unsuitable, and that we were compelled to introduce the Departmental System, which, directed by Sir W. G. Nicholson, fully justified our expectations.

Lord Roberts says that if the War Office system as regards transport had been maintained, our advance would have been delayed for a month, and Kimberley would inevitably have fallen. He refers specially to the services of the officers trained in transport work in India and Egypt, and says the Punjab mules are the best next to the Cape animals. He suggests the substitution of oil-motors for steam traction.

PENNY POSTAGE TO EGYPT.

London, 17th April. Mr. Henricke Heaton writes to the *Times* urging the Penny Postage to Egypt.

EULOGIES UPON THE INDIAN ARMY.

London, 18th April. At a dinner given to Colonel Sir James Willcocks and the Officers of the Ashanti Force, Mr. Chamberlain particularly praised the Sikhs, while Mr. Brodrick referred to the Indian Army as one of the prizes of the British Imperial rule.

THE GRAVEN STAKES.

London, 18th April. The following are the results of the Graven Stakes: *Rigo* first, *Champanne* second, and *Petropolis* third.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

5th May (4th Sunday after Easter).

Matins (11 a.m.) Venite, Stanley; Psalms, Barnby, Goss and Foster; To Deum, Woodward, &c.; Benedictus, Langdon; Kyrie, Stainer in F; Hymns, 217, 320 and 209.

Evening Song (5.45 p.m.) Psalms, MacFarlane and Hopkins; Magnificat, Smart; Nunc Dimittis, Monk; Hymns, 477, 540 and 291; Vesper Hymn, Ward No. 1.

LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer *Hibochi* (European Line) left Singapore for this port on the 2nd inst., and is expected to arrive here on the 8th inst.

The C. & O. steamer *Bergachius* left Moji on the 2nd inst., p.m., and is due here on or about 8th inst.

The C. & O. steamer *Carlisle City* left Moji yesterday morning, and is due here on or about 8th inst.

The C. & O. steamer *Bergachius* left Moji on the 2nd inst., p.m., and is due here on or about 8th inst.

The C. & O. steamer *Carlisle City* left Moji on the 3rd inst., and is due here on or about the 8th inst.

SOFT, FAIR, DELICATE SKIN. A clear and healthy complexion produced by using ROWLAND'S KALYDOR, the most soothing, healing, curative and refreshing preparation, and warranted harmless to the most delicate skin. It removes and removes freckles, tan, sunburn, redness, roughness, heals Catarrhs, Eruptions, Irritation, Stings of Insects, Eczema, Burns, imparts a luxuriant beauty to the complexion, and arrays the neck, hands and arms in matchless whiteness, unobtainable by any other means. Ask Stores and Chemists for ROWLAND'S KALYDOR, and avoid poisonous imitations. (1432-2)

LIQUEURS.

	Per Bottle.	Per Doz.
ABSINTHE	\$1.50	—
ANISETTE	2.25	\$1.25
APRICOT BRANDY	3.00	—
BENEDICTINE D.O.M.	3.50	2.00
BLACKBERRY BRANDY, French	2.25	1.25
Do. American	1.00	60
CHARTREUSE, Yellow	4.00	2.25
Do. Green	5.00	3.00
CHEERY BRANDY	2.00	1.20
COCKTAILS, Manhattan, Martini,	—	1.00
Gin, &c.	—	—
CRÈME D'ABRICOTS	2.25	—
Do. de Cassis	2.25	—
Do. de Framboises	2.25	—
Do. de Mandarin	2.25	—
Do. de Menthe	2.25	1.25
Do. de Moka	2.25	—
Do. de Noyaux	2.25	—
Do. de Prunelle	2.25	—
Do. de Vanille	2.25	—
Do. de Violettes	2.25	—
CURACAO, Red and White	1.25	—
KUMMEL	1.00	—
LIME JUICE	2.25	1.25
MANARSHINO	40	—
ORANGE GIN	3.00	—
PEACH BRANDY	2.25	1.25
PEPPERMINT	3.00	—
RASPBERRY BRANDY	3.00	—
SIKORS, Coriess, Lemon, Grenadine and Gomme	1.50	—
SLOE GIN	2.60	—
STRAWBERRY BRANDY	3.00	—

	Per Bottle.	Per Doz.
GINGER BRANDY (Crabbie's)	\$11.00	—
Do. WINE	11.00	—
VERMOUTH, French (Noilly Prat & Co.)	10.00	—
Do. (Tullian & Co.)	10.00	—
Do. Italian (Martini & Rossi)	11.00	—
Do. (Tullian & Co.)	9.00	—

H. PRICE & CO.

12, QUEEN'S ROAD.

Hongkong, 3rd May, 1901.

CARBOLINEUM-AVENARIUS.

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.

Sole Agents for China, LUTGENE, EINSMANN & CO., Hongkong, 31st August, 1897.

Now Ready.

THE

POLITICAL OBSTACLES

TO

MISSIONARY SUCCESS IN CHINA.

BY ALEXANDER MICHIE.

PRICE 25 CENTS CASH

On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents.

Hongkong, 20th April, 1901.

1072

THE

MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I., A.B.C., Scott's and Engineering Codes

Used.

DOCK No. 1 (at TATEGAMI)

Extreme Length ... 523 feet.

Length on Blocks ... 513 "

Width of Entrance on Top ... 89 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 26 1/2 "

DOCK No. 2 (at MUKAIJIMA)

Extreme Length ... 371 feet.

NEW ADVERTISEMENTS

LOST.

ON FRIDAY, May 3, about one o'clock, between CONNAUGHT HOUSE, and the PRAYA, via the House Street, a SILVER HANDKERCHIEF BAG, with Dragon Top and Chain, containing two Bunches of Keys, a Silver Pencil and Handkerchief. A reward of \$10 will be given if returned to office of the CONNAUGHT HOUSE, Hongkong, 4th May, 1901. [1173]

NOTICE.

THE GUN ROOM OFFICERS H.M.S. "GLORY" will NOT hold themselves RESPONSIBLE for any DEBTS contracted by their Messman, 2nd Tong, Hongkong, 4th May, 1901. [1170]

No. 2, CAMERON VILLAS, THE PEAK.

TO LET, FURNISHED, from Middle of July to Middle of September.

Apply to— H. W. BIRD, Messrs. Palmer & Turner, Hongkong, 4th May, 1901. [1171]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TUESDAY, the 7th May, 1901, at 2.30 p.m. at his Sales Rooms, Queen's Road, SUNDAY HOUSEHOLD FURNITURE, CROCKERY GLASS and PLATED WARE, CARPETS and RUGS, CAMERA, TYPEWRITER, LADIES' and GENTS' BICYCLES, THREE COTTAGE PIANOS, &c., &c., &c.

TERMS OF SALE:—As Customary. V. I. REMEDIOS, Auctioneer.

Hongkong, 4th May, 1901. [1172]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN," Captain Reach, will be despatched for the above ports TO-MORROW, the 5th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAPEL & CO., General Managers.

Hongkong, 3rd May, 1901. [1167]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR," having arrived from the above ports, Consignees are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 p.m. on the 6th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SABSON, SONS & CO., Agents.

Hongkong, 3rd May, 1901. [1168]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAPAN," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 5 p.m. TO-DAY.

Goods not covered by the 9th instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 3rd May, 1901. [1169]

THE HONGKONG WEEKLY PRESS will be ready on Monday, and will contain—

Leading Articles—

The Question of China's Capital.

The Allies' Mistake in Chihli.

Battles at the Great Wall.

The Court of Arbitration.

Alliances, Old and New.

The Special Jury Grievance.

Fire in the Kwang Prowins.

A Suggestion for the New Territory.

The Crisis: Telegrams.

Hongkong Sanitary Board.

Supreme Court.

The Governor's Visit to Macao.

The Stranding of the Sobraon.

The Vitiul Outrage.

Theatre Royal.

Concert at Kowloon.

Hongkong Coal Supply.

Ministerial Crisis in Japan.

Removal of Cape D'Aguilar Light.

The Royal Visit to Singapore.

NEW ADVERTISEMENTS

THE HONGKONG RIFLE ASSOCIATION. LONG RANGE CUP AND SPOONS.

THERE will be a COMPETITION above TO-DAY (SATURDAY), commencing at 2.45 p.m. Ranges 200, 500 and 600 yards; Seven Shots and a Sighter at each Range.

ALEX. MACKENZIE, Hon. Secretary.

Hongkong, 4th May, 1901. [191]

VICTORIA PRECEPTORY.

AN EMERGENCY MEETING of the VICTORIA PRECEPTORY will be held at the Freemasons' Hall, THIS DAY (SATURDAY), the 4th instant, at 8.30 for 9 p.m. Visiting Sir Knights are cordially invited to attend.

Hongkong, 4th May, 1901. [1169]

ENTERTAINMENT

THEATRE ROYAL.

UNDER the Direction of Mr. ROBERT BROUGH.

Representative—Mr. ALLAN HAMILTON.

LAST FOUR NIGHTS

BROUGH COMEDY CO.

BROUGH COMEDY CO.

TO-NIGHT (SATURDAY), May 4th (One Night only).

"AN IDEAL HUSBAND"

A Comedy in Four Acts, by the late OSCAR WILDE.

MONDAY, May 6th (One Night only).

"SOWING THE WIND"

A Play in Four Acts, by SYDNEY GRUNDY.

TUESDAY, May 7th (One Night only).

"A VILLAGE PRIEST"

A Drama in Five Acts, by SYDNEY GRUNDY.

WEDNESDAY, May 8th.

LAST NIGHT OF THE SEASON, "NIOBE"

A Mythological Farce in Three Acts, by H. & E. PAULTON.

PRICES—\$2, \$3 and \$1. Box Plans at the ROBINSON PLANO CO. Late Trans 15 minutes after Performances.

Doors open 8.30; Curtain 9; Carriages 11.30.

Hongkong, 29th April, 1901. [1331]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-DAY (SATURDAY), the 4th day of May, 1901, at 2.30 p.m., at his Sales Rooms, Queen's Road,

A FINE COLLECTION OF OLD AND RARE POSTAGE STAMPS.

TERMS OF SALE:—As Customary. V. I. REMEDIOS, Auctioneer.

Hongkong, 2nd May, 1901. [1166]

PUBLIC AUCTION.

THE Undersigned have been instructed to Sell by Public Auction, under Bill of Sale, on

SATURDAY, the 11th May next,

Off the Yaumati Police Station, where she now lies, the

PASSENGER STEAM LAUNCH "NAM CHOW,"

Built in 1899.

For further Particulars, Terms and Conditions of Sale, apply to—

HUGHES & HOUGH, Auctioneers.

Hongkong, 30th April, 1901. [1140]

ICE CREAM AND COLD DRINKS

AT THE

"STAR" COFFEE HOUSE.

13, D'AGUIAR STREET.

Hongkong, 3rd May, 1901. [1164]

A. LING & CO.,

FURNITURE STORE.

PLATED GLASS & CROCKERY WARE.

Also FOOCHOW LACQUERED WARE.

FURNITURE ON HIRE.

13, BEACONSFIELD ARCADE.

Hongkong, 1st May, 1901. [1145]

LAUNCHES FOR SALE.

TWO are—Length, 62 feet over all; Breadth, 11 feet 6 inches; Depth, 6 feet 6 inches; Compound Surface Condensing Engine, 8 inches by 16 inches; Boiler, 6 by 7; Stroke, 12 inches; Working Pressure, 125 lbs.

ONE is—Length, 67 feet over all; Breadth, 12 feet 6 inches; Depth, 6 feet 6 inches; Compound Surface Condensing Engine, 9 inches by 18 inches; Boiler, 6 by 7; Working Pressure 125 lbs.

The above Three Launches were built in Hongkong, October 1899, under the Superintendence of Captain F. D. Goddard, Marine Surveyor.

Plans and Specifications of the same can be seen.

Please apply to—

TUNG TAI & CO., Engineers and Shipbuilders, &c., 23, Praya East, Wanchoi.

Hongkong, 15th April, 1901. [1021]

BANQUE DE L'INDO CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Promises of the Banque de L'INDO CHINE and which said Notes are expressed on the face thereof to be payable at the Branch Office of the said Banque in Saigon, the numbers of which said Notes are as follows:—

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By Order of the Chief Manager in Saigon.

For the Banque de L'Indo Chine.

L. BERINDOAGUE, Acting Manager.

Hongkong, 26th February, 1901. [601]

TO LET.

TO LET.

NOS 2 & 3, RICHMOND TERRACE—Immediate Possession.

Apply to— LAU CHU PAK, Care of A. S. Watson & Co., Ltd., Hongkong, 2nd April, 1901. [1613]

TO LET.

"RICHMOND HOUSE," 11, ROBINSON ROAD. Possession from May 1st.

Apply to— L. T. M., Care of Office of this Paper, Hongkong, 22nd April, 1901. [1079]

TO LET.

A HOUSE in RIFON TERRACE.

HOUSES at LEIGHTON HILL.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 2nd May, 1901. [66]

TO LET.

TWO very spacious and well ventilated TWO-STORY EUROPEAN RESIDENCES with GARDENS and TENNIS LAWNS, each containing 6 Rooms, Bathrooms and Out-houses, in MACDONNELL ROAD, on Inland Lot No. 1,509.

Apply to— TANG LAP TING, No. 18, Queen Street, Hongkong, or to MOK MAN CHEUNG, Butterfield & Swire, Hongkong, 19th March, 1901. [1063]

TO LET.

GODOWN in DUNDRELL STREET from 1st June.

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UNFURNISHED, from 1st June, No. 18, BRIDGES TERRACE.

FURNISHED, with Immediate Possession, The EYRE, PEAK.

For Particulars, apply to— R. C. WILCOX, 8, Beaconsfield Arcade, Hongkong, 1st May, 1901. [1149]

TO LET.

POSSESSION APRIL 1st.

NO. 1, STEWART TERRACE.

Apply to— J. W. NOBLE, Hongkong, 6th March, 1901. [161]

TO LET.

WITH IMMEDIATE POSSESSION.

NO. 9, SEYMOUR ROAD.

Apply to— S. B., Care of Daily Press Office, Hongkong, 14th March, 1901. [740]

TO LET.

HOUSE at MOUNT KELLET'S SPUR, now in occupation of H. MATHESON Brown, Esq.

Apply to— LINSTEAD & DAVIS, Hongkong, 27th March, 1901. [876]

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Apply to— DEACON & HASTINGS, Hongkong, 24th April, 1901. [1095]

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Apply to— ON CHAI & CO., 2nd Floor No. 52, Gage Street, Hongkong, 16th January, 1901. [254]

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MRS. GILLANDERS

"GLENWOOD," 21, CAINE ROAD.

Hongkong, 26th September, 1900. [869]

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BOARD AND RESIDENCE.

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Hongkong, 25th August, 1900. [73]

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REISS & CO. Hongkong, 1st May, 1901. [1147]

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REUTER, BROCKELMANN & CO.
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Hongkong, 3rd December, 1900. [125]

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LOVE AND I.

BY
JEAN MIDDLEMAS.
(Author of "Polly's Partner," &c.)

(Continued.)

She could not take this gentlemanlike stranger
into the kitchen, and the dining-room was in
disorder owing to the recent furniture sales, so
there was nothing to be done but to invite him
into the little sitting-room. As she opened the
door she called to Maggie to bring a glass of
home-brewed in a gentleman who had lost his
way.
"I don't know, if you can drink home-
brewed," she enquired, "you look almost
too—"
"I shall be most grateful for a glass of home-
brewed," he answered—"but it is not usual to
finish a sentence?"
"Yes, when you are clever enough to find the
right word without offending," she answered
saucily.
"I would give a good deal to know the word
you were going to use—may I?"
"Perhaps some day, if ever I am sufficiently
well acquainted with you—not now."
"What an incentive to improve my acquaint-
ance that I may learn something of your
thoughts!"
"They are not worth much, as you will dis-
cover if you take the trouble to fathom them."
"Ah!"

But it was not Rhoda's thoughts that called
forth the exclamation, it was the sight of the
picture, before which he stood in a rhapsody.
"It is a gem—perfectly and absolutely beauti-
ful—human affection transcendently handled.
Love—and you!"

He turned and looked at her suddenly.
She crimsoned deeply. Was it the daring of
the last three words that won her or was it the
near approach to her own feelings? She did
not know, but save for these words she would
have been angry, begged him to leave the farm
and believed him to be Sam Lucas' client. And
so indeed he was, but he was a diplomatist as
well as an art lover; he would not have suc-
ceeded in sealing the almost impracticable walls
of Rhoda's sitting-room and obtained a sight of
the picture without appearing to know of its
existence.

"Are you very fond of this picture?" he
asked, after a short pause.
"I love it better than anything I possess in
the whole world."

"I am glad you love it, for it is very beau-
tiful. Like whom?"
"Yourself, of course."

Rhoda smiled and looked affectionately at the
picture, in which she too saw the likeness.
Suddenly, however, she seemed to awake to a
sense of the strangeness of the interview.

"Why should this man be here? Who was
he? A gentleman, no loo, and yet he had in-
truded uninvited on her privacy," and once
more the recollection of Sam Lucas' client rose
in her mind. She was about to put a pointed,
perhaps a rude question when Maggie came
into the room with his home-brewed.

She very nearly let the tray she was carrying
fall out of her hands when she saw the visitor.
"Master Claud," she cried, "the bonnie young-
ster, and to think you've come back at last!"
"Maggie, good gracious! I did not know
you were living here," and he scarcely looked
delighted at the meeting.
"You know this gentleman, Maggie?" asked
Rhoda a little sternly.

"Know him—why it's Master Claud Mal-
travers as owns the Manor House over the hill.
Didn't I live with his good mother when he was
a bit ladie?"
"You live at the Manor House, and you lost
your way coming to Orsett Farm. What an
impostor!" and Rhoda looked as if she intended
to march him out without giving him even the
glass of home-brewed.

"I did lose my way, and I am no impostor,"
he said bravely, nevertheless he looked a little
bit sheepish while he spoke.

"I have been away from these parts for
fifteen years; how Maggie should recognise me
I cannot think. Is it surprising that I should
not remember all the turns and short cuts to
the Manor House to Orsett. I never said I was
coming to Orsett Farm, fair lady, but I lost
my road, walked five miles instead of three,
and when I got here I lost it altogether."

"I don't know what you mean," said Rhoda,
with a frown, but she looked somewhat mollified
by the explanation.

"I mean," he replied, "that I came as I be-
lieved to a farm-house, but I found a Peri and
a Picture."

"Which you would like to rub me off," she
said, once more remembering Sam Lucas—"for
I believe you are the customer. I have been told
of you would give a sum in four figures for
that picture!"

"Then you will never possess it," said Rhoda,
laughing once more. She left happier about the
ownership of her picture, and the unusual
little adventure, breaking as it did, the mono-
tony of her life, pleased her.

Maggie had poured out the foaming home-
brewed, and Claud Maltravers, having recovered
all his plump, drank it off to the health of his
fair hostess, while Maggie, into whose palm, as
she handed it to him, he managed to slip a
golden coin, went away wondering.

"Both these youngsters have been left in these
armis-babes, will it be appearing in the end?"
But the course of true love never does run
smooth. Though Claud Maltravers was hard-hit
that day, and Rhoda after his departure began
to think that the cavalier with wings who was
gazing on the huly in the picture, was rather
like Claud; the end was not to be yet, if ever,
Claud Maltravers had been in China from the
time he had left the paternal roof at fifteen,
never expecting to inherit the Manor House,
since his father and two elder brothers were
alive. He had always had a good allowance,
and had thus been able to indulge in his pro-
pensity for collecting curios, which, when shown
to old Sam Lucas, made the eyes of the lover
of bric-a-brac, dance with delight. He revelled
in the idea that now "Master Claud," as he had
ever been called in the neighbourhood, had come
into his inheritance; he would buy all the pretty
things within reach, and thus enrich old Sam
as well as himself. Naturally Rhoda's picture
was included in the list of beautiful objects,
Sam Lucas by no means anticipating what
might be the sequel to his dream. Nor indeed
did anyone, Claud himself least of all.

As he walked back to the Manor House, think-
ing more of the living picture he had seen at
Orsett than of the painting, he felt almost as if
he were bounding on air, so buoyant and light-
hearted had his visit rendered him. Like a bolt
from the blue then was the appearance of a grim,
unpleasant looking man seated in the hall when,
whistling a gay tune, he himself entered the
house. Of the two brothers he had always ex-
pected to precede him in the property, one was
dead, the other, a scurion, had been disinherited.
This man was the scurion brother's re-
presentative. There was to be a fight for John
Maltravers' broad acres. A will was produced,

purporting to have been made subsequent to the
testamentary paper that allotted the patrimony
to Claud.

Not for a moment did Claud believe it to be
genuine, nor did his lawyer when appealed to
on the subject. But yesterday Claud would
have said—"Poor devil, let him have the
property, after all he is my senior and has
therefore a better right to it," and he would
forthwith have gone abroad once more in perfect
happiness and content.

The claim, however, had been put in one day
too late—he had seen Rhoda, made up his mind
that he would marry no one but Rhoda, and so
was determined to fight for the succession to
the bitter end, and if he were successful he
would lay his fortune at the feet of the sweet
girl who had held him captive at first sight.
If he were unsuccessful he would go back to
Chinese wilds and never return to the old coun-
try.

To carry out this programme he went at
once to London, nor said a word to the lady
of the picture—how could he in honour since
all in the future seemed so uncertain? Nor
save the fact that he had gone, did Rhoda
learn anything of the circumstances of the
case from gossip, for Claud Maltravers was
not a man who talked freely of his affairs.
Better perhaps in this instance, had he done
so, for it seemed as if through his silence he
and Rhoda would drift apart for aye. Rhoda
felt aggrieved at his behaviour, and though
she repeatedly asked herself what right she
had to expect different conduct from a mere
stranger, yet, strive though she did to ob-
literate it, the image of the man who had come
so suddenly and pleasantly into her life, refused
to leave her mind.

Night and day she found herself thinking of
Claud Maltravers, and spent so much time gaz-
ing dreamily at the picture that had brought
them together, that her work at the Farm was
neglected, and the ledgers that had once so en-
grossed her, were never opened.

A few weeks of this love-dawdling, for Rhoda
was as thoroughly in love as though she had
known Claud Maltravers for months, and one
day real trouble came—a heavy bill for stock
was sent in with a peremptory request for pay-
ment, and the exchequer was empty!

"What should she do? What should she do?
Sell up the farm—or let the picture go?"
With the picture she felt that all her luck in
life would also depart. But had it brought her
any? God alone knew how miserable she was
now.

The claim was pressing; there was little time
for consideration. She wrote a few lines to
Sam Lucas asking if his client was still willing
to buy.

Several days passed, and no answer came.
Unpleasant proceedings would begin on the
morrow, as the time would be up that had been
given her to pay her pressing debt.

"She must go to Borthwick and seek an
interview with Sam Lucas; something must be
done at once."

Her hat on her head ready to start, she was
standing before the picture, taking a last fare-
well of the happy life of which it had taught
her to dream—when a hand was laid on her
shoulder. She turned round with a scream,
fully believing for the moment that she was
being arrested for the debt she owed. It was
Claud Maltravers!

"My darling—you will not sell your picture.
I have come to claim it and with it your own
sweet self."

Rhoda was so thoroughly taken aback by this
sudden storming of the citadel that she had no
power to resist it. On the contrary she faint-
ed into Claud Maltravers' arms. This was his
ay. Anyway he took it to be so, and kissed
over and over again the pretty mouth, as he
had poor weary, over tired Rhoda on a sofa.

When she came to herself it was to turn
coolly away from him, annoyed that he should
at once have discovered how she loved him.
But he would have none of her coldness.

"Her troubles would be his troubles in the
future," he told her—"her life his care"; and
when he explained the reason of his silence and
his absence, how could she do otherwise than
acknowledge how she had missed and longed
for him?

He had not won his law suit, he told her, but
the brother who sought to oust him from the
Manor House was dead, so all dispute about the
property was at an end. They could go to the
Manor House, and live happily with the picture
hanging in some favoured spot, and God grant
they might lead a life of happiness and content.

After a while the farm was let to an honest
man who understood his working. Sam Lucas
received a commission on the four figures he
expected the picture to fetch, and Maggie was
transferred to the Manor House, to pass the
rest of her days as factotum to the two young
people who had both been children under her
care.

For Rhoda "Love and I" was no longer a
dream, it had become a reality.
[THE END.]

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SHIP CHANDLERS, SAIL MAKERS,
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No. 11, LEE YUEN STREET, EAST.
Hongkong, 23rd July, 1900. [307]

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[53-2]

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[1067-2]

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FOREIGN AND COLONIAL STAMP
DEALER.

No. 37, CAINE ROAD, HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.

Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [302]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable pro-
visions for Cold Storage at EAST POINT at
Moderate Rates.

Wm. PARLANE,

Manager.
Hongkong, 17th February, 1899. [65]

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NOTICES TO CONSIGNEES

INDRA LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "INDRANI."

CONSIGNEES of Cargo ex s.s. Indrani
from New York are hereby notified that
their cargo transhipped at Singapore to the s.s.
Segovia has now arrived and is being landed
and placed at their risk in the Hongkong &
Kowloon Wharf and Godown Co.'s Godowns
at Kowloon. Consignees are requested to im-
mediately send in to the undersigned original
Bills of Lading in exchange for which they
will receive local Bills of Lading on which
delivery can be obtained.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 27th April, 1901. [1132]

FROM HAMBURG, PENANG AND
SINGAPORE.

THE Steamship

"SEGOVIA."

Captain Forek, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before MON-
DAY, 10 A.M.
Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong &
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd May will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd May

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call	BALLAARAT	Brit. str.	—	C. T. Denny, R.N.R.	P. & O. S. N. Co.	On 11th inst. at Noon.
LONDON	ANTENOR	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
MARSEILLES & LONDON	CALCHAS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
LIVERPOOL DIRECT	CANTON	Brit. str.	—	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 18th inst.
BREMEN, via Ports of Call	PRINZ HEINRICH	Ger. str.	—	R. Heintze	BUTTERFIELD & SWIRE	On 10th inst.
MARSEILLES, &c., via Ports of Call	YABE	Jap. str.	—	N. Trent	MELCHERS & CO.	On 16th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, V. S. F. &c.	SEGOWIA	Ger. str.	—	Forerok	HAMBURG-AMERIKA LINIE	On 6th inst. at 1 P.M.
HAVRE & HAMBURG	WIT. EREBURG	Ger. str.	—	Hempel	HAMBURG-AMERIKA LINIE	On 17th inst. at Daylight.
TRIESTE, &c., via Ports of Call	GHELA	Aus. str.	—	Mosca	SANDER, WILKIN & CO.	On 10th June.
NEW YORK via Ports & SUEZ CANAL	FERDENE	Brit. str.	—	Ostermann	CARLOWITZ & CO.	On 8th inst.
NEW YORK via SUEZ CANAL	ASTORIA	Ger. str.	—	H. Fyba, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 10th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	H. Mowatt, R.N.R.	CANADIAN PACIFIC R. CO.	On 15th inst.
VICTORIA, B.C., &c., via SHANGHAI, &c.	ATHENIAN	Brit. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On or about 24th inst.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	KINSHU MARU	Jap. str.	—	A. Dixon	DODWELL & CO., LIMITED	On 11th inst. at 4 P.M.
PORTLAND (OR.)	TACOMA	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 17th inst.
SAN FRANCISCO via SHANGHAI, &c.	KNIGHT COMPANION	Amer. str.	—	—	PACIFIC MAIL S. S. CO.	On 15th inst.
SAN FRANCISCO via AMOY, &c.	CHINA	Brit. str.	—	—	O. & O. S. S. CO.	On 25th inst. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	GAELIC	Brit. str.	—	—	TOYO KISEN KAISHA	On 7th inst. at Noon.
SAN DIEGO, &c., via MOJI, &c.	HONGKONG MARU	Jap. str.	—	McArthur	BUTTERFIELD & SWIRE	On 16th inst. at Noon.
AUSTRALIAN PORTS	CARLEBURY	Brit. str.	—	—	NIPPON YUSEN KAISHA	On or about 12th inst.
KOBE DIRECT	GUTKRIE	Brit. str.	—	J. McGilvray	McGREGOR BROS. & GOW	On 9th inst. at 5 P.M.
KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	J. S. Stevenson	NIPPON YUSEN KAISHA	On 24th inst. at Daylight.
KOBE & YOKOHAMA	GLENSHIEL	Brit. str.	—	G. Anderson	BUTTERFIELD & SWIRE	On 10th inst.
KOBE & YOKOHAMA	GLENGARRY	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Daylight.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	J. E. Macmillan	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA	CHANGSHA	Brit. str.	—	N. Tate	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
MOJI, KOBE & YOKOHAMA	WAKASA MARU	Jap. str.	—	M. Yagi	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	ROSETTA MARU	Jap. str.	—	Flaudin	MELCHERS & CO.	On or about 5th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MIKE MARU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 7th inst.
SHANGHAI	CHIMLI	Brit. str.	—	—	P. & O. S. N. Co.	On or about 14th inst.
SHANGHAI & JAPAN	LAOS	Brit. str.	—	G. K. Wright, R.N.R.	P. & O. S. N. Co.	On 8th May at Daylight.
SWATOW via SWATOW & AMOY	WHANGPOA	Brit. str.	—	S. Barham	DODWELL & CO., LIMITED	To-morrow, at Daylight.
SWATOW, AMOY & FOOCHOW	JAPAN	Brit. str.	—	S. Atsumi	MITSUBI BUSSAN KAISHA	On 15th inst. at Daylight.
SWATOW, AMOY & TAIWAN	BENGAL	Brit. str.	—	K. Sudanti	MITSUBI BUSSAN KAISHA	To-morrow.
TAMUOI & CEBU	ANPING MARU	Jap. str.	—	K. Sojima	BUTTERFIELD & SWIRE	On 6th inst.
MANILA	HAITAN	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.	On 11th inst. at Noon.
SINGAPORE, PENANG & BOMBAY	AKASHI MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst. at Noon.
BOMBAY, via SINGAPORE & COLOMBO	MARDZURU MARU	Jap. str.	—	—	CARLOWITZ & CO.	On 24th inst. at Noon.
	KAIFONG	Brit. str.	—	—	NIPPON YUSEN KAISHA	
	PERLA	Brit. str.	—	—		
	SUNGKIANG	Brit. str.	—	—		
	BIRAGNO	Ital. str.	—	—		
	HIBOSHIMA MARU	Jap. str.	—	—		

SHIPPING.

ARRIVALS.
 May 2, PHRANANG, German str., 1,021, A. Calder, Bangkok 26th March, Rice, BUTTERFIELD & SWIRE.
 May 2, TRINIAU, German str., 1,001, Joh. Sanders, Newchwang and Chufow 27th April, General.—ARNOLD, KARBEN & CO.
 May 2, IRENE, Chinese str., 830, James Kirk, Chufow 22nd April and Tung Yang Island 30th General.—CHINESE.
 May 3, CATHERINE APCAR, British str., 1,730, J. G. Olfert, Calcutta 18th April, General.—DAVID SASSON, SONS & CO.
 May 3, LINDULA, British str., 2,180, W. L. Stewart, Madras via Rangoon Straits and Manila 5th April, General.—JARDINE, MATHESON & CO.
 May 3, GLENGYLE, British str., 2,244, Temperley Dark, R.N.R., Saigon 30th April, Rice.—McGREGOR BROS. & GOW.
 May 3, HAITAN, British str., 1,183, J. S. Roach, Swatow 1st May, General.—DOUGLAS LARPAK & CO.
 May 3, PERLA, British steamer, 1,287, R. W. Almond, Manila 30th April, General.—SHEWAN, TOMES & CO.
 May 3, ARISTEA, Austrian str., 2,208, G. M. Acopliash, Moji 25th April, Coal.—MITSUBI BUSSAN KAISHA.
 May 3, BENLEDI, British str., 1,483, David Clark, Otaru 25th April, Coal.—HUGHES & HUGHES.
 May 3, CLARA, German str., 975, A. Haasen, Pakhoi and Hallow 2nd May, General.—JESSEN & CO.
 May 3, JAPAN, British str., 2,795, C. C. Talbot, London 23rd March, General.—P. & O. S. N. Co.
 May 3, ULA, British transport, 3,526, T. A. Collins, Taku 22nd April.
CLEARANCES.
 At THE HARBOUR MASTER'S OFFICE, 3rd May.
 Konigsberg, German str., for Singapore.
 Hong Bee, British str., for Swatow.
 Santa Cruz, American str., for Yap.

DEPARTURES.

May 3, PAKHOI, British str., for Shanghai.
 May 3, KWEIYANG, British str., for Tientsin.
 May 3, P. C. KLAO, British str., for Bangkok.
 May 3, DAVIDANUS, British str., for Shanghai.
 May 3, PINOSUET, British str., for Seattle.
 May 3, KONGSUET, German str., for Singapore.
 May 3, PROGRESS, German str., for Tientsin.
 May 3, LOONGMOON, German str., for Shanghai.
 May 3, HAKATA MARU, Jap. str., for London.

VESSELS IN DOCK.

At BERTH Docks.—Glenishiel, Largo Bay.
 At Kowloon Docks.—U.S.S. Bennington, Lung Tsing, Hangchow, Compania de Filipinas, Stye, Burnside, Argus, Athenian, Kaifong, Hongkong, Zaire, Centurion, Nanchang.
 At COSMOPOLITAN Dock.—Colonies, Potriana, Gaelic.

SHIPPING REPORTS.

The British steamer Benledi, from Otaru 25th April, had fine weather generally, but fog on Monday and Tuesday, 29th and 30th April.
 The British steamer Glenishiel, from Bangkok 30th April, had light to moderate S.E. to S.S.W. winds and fine, clear, bright weather.
 The Austrian steamer Aristeia, from Moji 26th April, had thick fog for 20 hours; strong current set in N.E.; the rest of the voyage fine weather with light S.W. breeze.
 The British steamer Haitan, from Swatow 2nd May, had moderate S.W. breeze and sea, cloudy with occasional light rain showers.
 Vessels in Swatow.—Kishiang, Taitan, Chufow, Macedonia and Babelberg.
 The British steamer Catherine APCAR, from Calcutta 18th April and Singapore 27th, had light N.E. wind with smooth sea and fine, clear weather to lat. 20° N.; from thence to port light S.W. winds, smooth sea and fine, clear weather.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
 American ship, Amesbury.—Standard Oil Co.
 Clavering, British str., J. Barker.—Dodwell & Co., Ltd.
 Compania de Filipinas, Amer. str., D. Migue.—Orta.—Brandao & Co.
 Louise J. Kenney, Amer. sch., A. H. Olsen.—Master.
 President, British bark, R. B. Munro.—Chinese.
 Sui Witon, American ship, Howe.—Master.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS.

FOR KOBE DIRECT.
 THE Company's Steamship.
 "GLENSHIEL",
 Captain J. McGilvray will be despatched for the above port TO-DAY, the 4th May.
 For Freight or Passage, apply to
 McGREGOR BROS. & GOW.
 Agents.
 Hongkong, 30th April, 1901. [1144]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.
 THE Company's Steamship.
 "MAIDZURU MARU",
 Captain K. Sojima, will be despatched for the above ports TO-MORROW, the 5th May.
 For Freight or Passage, apply to
 THE MITSUBI BUSSAN KAISHA.
 Agents.
 Hongkong, 29th April, 1901. [17]

"GLEN" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.
 THE Company's Steamship.
 "GLENGARRY",
 Captain J. S. Stevenson, will be despatched for the above ports on MONDAY, 6th inst., at 4 P.M.
 For Freight or Passage, apply to
 McGREGOR BROS. & GOW.
 Agents.
 Hongkong, 3rd May, 1901. [1162]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.
 "PERLA",
 Captain R. W. Almond, will be despatched as above on MONDAY, the 6th May, at 5 P.M.
 The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
 A Doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 2nd May, 1901. [1157]

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship.
 "LAOS",
 Captain Flaudin, will be despatched for the above ports on or about the 6th May, 1901.
 For Freight or Passage, apply to
 G. DE CHAMPEAUX.
 Agent.
 Hongkong, 30th April, 1901. [12]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship.
 "ANPING MARU",
 Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 8th May, at DAYLIGHT.
 For Freight or Passage, apply to
 THE MITSUBI BUSSAN KAISHA.
 Agents.
 Hongkong, 24th April, 1901. [17]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
 "FERDENE" ... 24th May
 "AFRIDI" ... 14th June
 "HILGLEN" ... 30th June
 "LOWTHER CASTLE" ... 30th June
 For further information, apply to
 DODWELL & CO., LTD.
 Agents.
 Hongkong, 3rd May, 1901. [3291]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)
PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.
 STEAMERS. DESTINATIONS. SAILING DATES.
 SEGOWIA { HAYRE & HAMBURG } On 26th May } Freight.
 Capt. Forerok { (Calling at Singapore and Penang) }
 WITTENBERG { HAYRE & HAMBURG } On 10th June } Freight.
 Capt. Hempel { (Calling at Singapore and Colombo) }
 For further particulars as to Freight, Passage, etc., apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.
 Hongkong, 30th April, 1901. [1051]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.
 SHANGHAI AND JA- (JAPAN) About 7th } Freight or Passage.
 PAN { G. K. Wright, R.N.R. } May }
 LONDON, &c. { BALLAARAT } Noon, 11th } See Special Advertisement.
 { C. T. Denny } May }
 SHANGHAI { BENGAL } About 11th } Freight or Passage.
 { S. Barham } May }
 MARSEILLES AND CANTON { About 18th } Freight or Passage.
 LONDON { C. F. Lockstone, R.N.R. } May }
 For Further Particulars, apply to
 H. A. RITCHIE,
 Superintendent.
 Hongkong, 24th April, 1901. [1]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
 STEAMERS. DESTINATIONS. SAILING DATES.
 HITACHI MARU { KOBE and YOKOHAMA } FRIDAY, 10th May, at }
 G. Anderson { DAYLIGHT }
 KINSHU MARU { VICTORIA, B.C. AND SEATTLE } SATURDAY, 11th May, at }
 H. Fraser { U.S.A. via SHANGHAI, KOBE, } 4 P.M.
 { MOJI and YOKOHAMA }
 { MARSEILLES, LONDON, and }
 { ANTWERP via SINGAPORE, }
 { PENANG, COLOMBO & PORT }
 { SAID } FRIDAY, 17th May, at }
 { DAYLIGHT }
 MIKI MARU { MOJI, KOBE and YOKOHAMA } TUESDAY, 21st May, at }
 N. Trent { NOON }
 WAKASA MARU { KOBE and YOKOHAMA } FRIDAY, 24th May, at }
 J. B. Macmillan { DAYLIGHT }
 ROSETTA MARU { NAGASAKI, KOBE and YOKO- } FRIDAY, 24th May, at }
 N. Tate { HAMA } NOON }
 HIBOSHIMA MARU { BOMBAY, via SINGAPORE and } FRIDAY, 24th May, at }
 S. Yoshizawa { COLOMBO } NOON }
 KASUGA MARU { MANILA, THURSDAY ISLAND, } FRIDAY, 24th May, at }
 { TOWNVILLE and BRISBANE } 4 P.M.
 * Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
 A. S. MIHARA,
 Manager.
 Hongkong, 29th April, 1901. [13]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
TACOMA	2,811	A. Dixon	May 17th
VICTORIA	3,502	J. Panto	May 28th
DUKE OF FIKE	3,821	J. S. Cox	June 7th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, £28.
 Excellent accommodation. First-class Table. Doctor and Stewardesses carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, £48.
 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 41 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA AND TACOMA, £23.
 The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYKE and St. MICHAEL.

Rates of Passage to other Points on application.
 A Special rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to
 DODWELL & CO., LIMITED,
 General Agents.

Hongkong, 16th April, 1901. [11]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. **SPEED.** **PUNCTUALITY.**
 Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPEROR OF JAPAN", Comdr. H. Fyba, R.N.R. WEDNESDAY, 15th May, 1901.
 "EMPEROR OF CHINA", Comdr. R. Archibald, R.N.R. WEDNESDAY, 22nd June, 1901.
 "EMPEROR OF INDIA", Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th June, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and across the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close accommodations are made at Montreal, Quebec, Halifax, New York and Boston, with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class, only) granted to Missions, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:—

"ATHENIAN", 3,882 Tons, Comdr. H. Mowatt, About 24th May.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES.

In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 2nd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
 J. E. BROWN, General Agent,
 Pedder's Street.

Hongkong, 27th April, 1901. [10]

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUBZ. PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

PRINZ HEINRICH WEDNESDAY 15th May

PREUSSEN WEDNESDAY 22nd May

HAMBURG (Hamburg-Amerika Linie) THURSDAY 18th June

SACHSEN THURSDAY 27th June

KLAUSCHOU (Hamburg-Amerika Linie) THURSDAY 11th July

STUTTGART THURSDAY 25th July

KONIG ALBERT THURSDAY 8th August

PRINZESS IRENE THURSDAY 22nd August

PRINZ HEINRICH THURSDAY 5th September

PREUSSEN THURSDAY 19th September

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 1st October

SACHSEN WEDNESDAY 30th October

KLAUSCHOU (Hamburg-Amerika Linie) WEDNESDAY 18th November

BAYERN WEDNESDAY 27th November

ON WEDNESDAY, the 15th day of May, 1901, at Noon, the Steamship "PRINZ HEINRICH" of the Norddeutscher Lloyd, Captain R. Heintze, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 10th May. Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 14th May, and Passengers will be received at the Agency's Office until 10 P.M. on Tuesday, the 14th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than 10 50 and Parcels should not exceed Two Feet Cubic in Measurement.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"MACHON"	On 14th May.		
GLASGOW and LIVERPOOL	"CALCHAS"	On 19th May.		
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 25th May.		

FOR LONDON
LONDON
LIVERPOOL
LIVERPOOL (Taking Cargo at London Rate)
LIVERPOOL (Taking Cargo at London Rate)
S.S. "DARDANUS" from GLASGOW and LIVERPOOL, arrived yesterday morning, and will sail for SHANGHAI and JAPAN to-day.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI	"CHIHLI"	On 5th May.	
SHANGHAI	"KAIKONG"	On 6th May.	
SHANGHAI	"WHAMPOA"	On 7th May.	
MANILA	"SUNGKIANG"	On 8th May.	
Kobe and Yokohama	"CHANGSHA"	On 10th May.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS. O. S. S. Co.

Hongkong, 4th May, 1901.

COMPAGNIE DES MESSENGERIES MARITIMES

PAQUEBOTS-POSTES FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBE, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 6th May, 1901, at 1 P.M. the Company's Steamship "YARRA," Captain Negro, with Mail, Passengers, Specie and Cargo will leave this port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 5th May. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 23rd April, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"GUTHRIE."

Captain McArthur, will be despatched for the above ports on THURSDAY, the 6th of May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th April, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG-AMERICA LINE—HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ASTORIA."

Captain Ostermann, will be despatched for the above port on or about 10th May.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 2nd May, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BALIARAT."

Captain C. R. Denny, R.N., carrying His Majesty's Mails, will be despatched from this port for Marseilles and London without transshipment on SATURDAY, the 11th May, at Noon, taking passengers and cargo for the above ports.

All Cargo for Marseilles and London will be conveyed direct without transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. BITCHIE, Superintendent.

Hongkong, 29th April, 1901.

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, May 7, 1901, at Noon.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, June 1, 1901, at Noon.

COPIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, June 27, 1901, at Noon.

THE Company's Steamship "GALIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 7th May, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (vice-versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th April, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLEISLE CITY" About 12th May.

S.S. "BELGIAN KING" About 10th June.

THE Steamship "CARLEISLE CITY" will be despatched for SAN DIEGO AND SAN FRANCISCO VIA MOJI, KOBE AND YOKOHAMA on or about 12th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th April, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with OREGON RAILROAD AND NAVIGATION COMPANY.

operating the New First Class Steamships "INDREVELLI," "INDRAPURA," "KNIGHT COMPANION."

between HONGKONG and PORTLAND (OR.) calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION" will be despatched for Portland (Or.) on WEDNESDAY, the 15th May, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information communicate with or apply to ALLAN CAMERON, General Agent.

or to SHEWAN, TOMES & CO. Hongkong, 2nd May, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORT every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan: Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA (FLORENCE AND RAVENNA UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEGHORN AND GENOA, also VENICE and Trieste, all MEDITERRANEAN, ADRIATIC, LEVANTINE AND SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO" will be despatched as above on SATURDAY, the 11th May, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 30th April, 1901.

THE OSAKA SHOREN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANPOO.

THE Company's Steamship

"AKASHI MARU," Captain K. Shizuki, will be despatched for the above ports on WEDNESDAY, the 15th May, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st May, 1901.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, May 25, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 18, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 13, at Noon.

THE Company's Steamship "CHINA."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 25th May, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 2nd May, 1901.

SIENTING.

SURGEON DENTIST, No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891.

DAVID COBSAR & SON'S

MERCHANT NAVY NAVY BOILED LONG FLAX BELLAINE CROWN TAILMAKING

ARNHOLD, KARBURG & CO. Sole Agents.

PRINTING OF ALL KINDS at the most moderate prices at

THE "DAILY PRESS" OFFICE. All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given

INTIMATIONS.



AT THE ROBINSON PIANO CO., LD. QUEEN'S ROAD CENTRAL. Hongkong, 3rd May, 1901.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, as employed in the Continental Hospitals by Rivers, Boissier, Joubert, Vial, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1

is a remarkably powerful remedy, which acts directly on the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, inflammation of the lower bowel, cough, bronchitis, asthma, and some of the most trying complaints of this kind, it will be found an absolutely efficacious, affording prompt relief where other well tried remedies have been powerless.

THERAPION No. 2

is for the treatment of the blood, purifying, spots, blotches, pains and swellings of the joints, secondary syphilis, gonorrhea, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of suffering. The whole system through the blood, and thoroughly eliminate every poisonous matter from the body.

THERAPION No. 3

is for the treatment of the blood, purifying, spots, blotches, pains and swellings of the joints, secondary syphilis, gonorrhea, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., to the destruction of suffering. The whole system through the blood, and thoroughly eliminate every poisonous matter from the body.

Sold by A. S. WATSON & CO., LIMITED, Hongkong, China, and Manila.

APIOL & STEEL

A Remedy for all irregularities.

Superior to all other remedies.

A. S. WATSON & CO., LTD., HONGKONG.

MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

NOW ON SALE.

IMPERIAL QUARTO ENGLISH AND CHINESE DICTIONARY.

WITH THE PUNTI AND MANDARIN PRONUNCIATION.

For comprehensiveness and practical service this work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is fully illustrated and explained, forming a precious storehouse of a most instructive nature. Both the Court and Punt pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins characterized by Chinese publications.

To illustrate the vast scope of the work the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000 whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete that a reference to its pages enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

4 Vols. IMPERIAL QUARTO, Price \$20.

A Large REDUCTION IN PRICE is made to Purchasers of SIX or more Copies.

HONGKONG: "DAILY PRESS" OFFICE, 9, Prays Central

MARKET PRICES.—May 3rd, 1901.

The Prices are given in Dollar Cents. Copper cash is cash 100 to \$1, the Dollar; a catty is 11 lbs., 1 picul 123 lbs.

BUTCHER MEAT.

Beef, sirloin & prime cut, lb. 15 to 16

" Corned " 14 "

" Roast " 16 "

" Soup " 12 "

" Stock " 15 "

" Bullock's Brain per lb. 8 "

" Tongue fresh each 90 "

" " corned " 65 "

" Head " 50 "

" Heart " 15 "

" Hump, Salt " 13 "

" Feet " 10 "

" Kidneys " 7 "

" Tail " 15 "

" Liver " 12 "

" Tripe, undressed " 6 "

" Mutton Chop " 30 "

" Legs " 80 "

" Shoulders " 24 "

" Pig's Feet " 9 "

" Fry " 8 "

雞鴨	Head	catty	8	10
雞鴨	Kidneys	pair	10	12
雞鴨	Liver	lb.	20	18
雞鴨	Pork, Corned	lb.	16	17
雞鴨	" Leg "	lb.	22	23
雞鴨	" Fat or Lard "	lb.	15	16
雞鴨	Sheep's Head and Feet	set	45	50
雞鴨	" Heart "	each	5	6
雞鴨	" Kidneys "	each	9	10
雞鴨	" Sucking Pig (to order) "	lb.	24	25
雞鴨	" Suet Beef "	lb.	30	35
雞鴨	" Mutton "	lb.	24	25
雞鴨	" Veal "	lb.	14	15
雞鴨	" Beef Sausages "	lb.	14	15
雞鴨	" Veal Sausages "	lb.	25	26
雞鴨	" Poultry "			
雞鴨	Chicken	catty	34	35
雞鴨	Capons	each	32	33
雞鴨	Doves	each	10	11
雞鴨	Wild Duck, Shanghai	pair	10	11
雞鴨	" Ducks "	catty	22	23
雞鴨	" Eggs, Hen "	100	1.50	1.60
雞鴨	" Fowl, Hainan "	catty	36	37
雞鴨	" Geese "	each	30	31
雞鴨	" Grease Wild, Shanghai "	each	28	29
雞鴨	" Pigeons "	each	28	29
雞鴨	" Quail "	each	14	15
雞鴨	" Rice Birds "	doz.	14	15

